

City of Springfield
Water Pollution Control Section
Pollution Complaint/Report Form

Date 2-6-89

Report From:

- ☐ Citizen
☒ Fire Dept
☐ Sewer Maintenance
☐ Other

Received By: Karen Chandler

Referred To: _____

Date of Incident: 2-6-89 9:00 A.M.

Complainant Information:

Name Johnson One Stop (Virgil Johnson)

Address 1450 N. Glenstone

Phone 831-5228

Directions (if needed)

Responsible Party Information:

Name _____

Address _____

Phone _____

Fire Dept. Dispatcher stated that there was a gasoline spill.

Possible contamination of: ☐ soil ☐ groundwater
☐ surface water what body?
☒ other Sanitary Sewer

Other Pertinent Information _____

Who to contact:

- | | | |
|-----------------------------------------------|---------------------------------------|------------------------------------------------|
| <input type="checkbox"/> DNR 417-883-4033 | <input type="checkbox"/> Bob Schaefer | <input type="checkbox"/> Sewer Const |
| <input type="checkbox"/> DNR 314-634-2436 | <input type="checkbox"/> CU 831-8320 | <input type="checkbox"/> Chemtrec 800-424-9300 |
| <input type="checkbox"/> EPA 913-236-3378 | <input type="checkbox"/> Street Dept | <input type="checkbox"/> DOT |
| <input type="checkbox"/> Fire Dept 864-1719 | <input type="checkbox"/> Health Dept | <input type="checkbox"/> NRC 312-790-5500 |
| <input type="checkbox"/> Police Dept 864-1719 | <input type="checkbox"/> Sewer Maint | <input type="checkbox"/> Other |

Details of Incident:

Karen Chandler & I immediately went to Johnson's One Stop. The Fire Dept. stated that apparently a seal was bad in one of the pumps & gasoline was being forced up the electrical conduit & was coming out at the electrical box in the building. They wanted us to check the sanitary sewer line. We checked our line in Glenstone & then west on Division until we reached Smith Park and found no evidence of gasoline. We went back to the station & informed Fire Marshal Logue. Stoddard was there to make repairs. We told the Fire Marshal that we would check our line again later in the day.

Action needed: _____

Gene Pabst

We checked MH's again at 2:00 P.M. and obtained 0's on our explosion meter.

1450 N. Glenstone

Memo to File
Re: Diesel Spill, 1450 N. Glenstone

On Sunday September 18, 1988 at 10:45 p.m. I recieved a phone call from the Fire Dept. dispatcher requesting assistance at 1450 N. Glenstone. The dispatcher indicated that a diesel fuel spill of approximately 20-30 gallons had occured at Johnson's One Stop and a pumper unit was on site. I arrived at 11:00 p.m. and contacted the fire captain at the site. The Springfield Public Works Dept. had already applied sawdust to the parking lot, around the fuel pumps and in the curb line of Glenstone.

I recieved the following information from Gary Gott, night attendant, indicating that a DTD Drayage Co. transport # 123 (1408 W. Water, contact persons Tom or Wayne Agee at 831-5011) whose driver was Dale Bohm left his truck while refilling. The dispenser fell out of the truck's saddle tank and discharged 20-30 gallons onto the lot before it could be turned off.

I talked with Mr. Virgil Johnson, the owner of the station, by phone and informed him of his responsibilities concerning this spill on his property.

On September 19, 1988 at 10:45 a.m. I recieved a call from Ed Sears of the Mo. DNR confirming that Mr. Johnson had reported the spill and was proposing to take the sawdust to the Springfield Landfill after he recieved permission to due so. I indicated that Henry Cole would be the individual for Mr. Johnson to contact concerning the disposal of the sawdust.

Bob Corson



1450 N. Glenstone

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF FILE

DATE January 27, 1986

DEPARTMENT _____

On Thursday morning, January 23, 1986, Randy Lyman received a call on the pager about a spill at the Apco station at Glenstone and Division. The employee working at the station told Randy a truck driver had overfilled a tank, spilling 15 to 20 gallons of diesel fuel onto the lot. Randy told him to put oil dry on the spill. A fireman at the scene told Randy that a garden hose had been running on the lot when they got there. At 9:00 a.m. Gene and I talked to Virgil Johnson, the owner of the lot about the spill. He said the fire department had hosed down the diesel on the lot. He said his (Mr. Johnson's) usual practice when he had a spill was to put oil dry on the spill and then wash it down. We told him that this wasn't an acceptable practice because it washed the oil and water into the storm grates which went directly to the Jordan Creek. We also informed him that he needed to report the spill to the Missouri Department of Natural Resources and the EPA. We drove by the creek and there was no flow, but there was an oily puddle in the creek bed.

cc: Mr. Bob Schaefer, P.E., Superintendent of Sanitary Services
Mr. Henry Cole, P.E., Sanitary Engineer
Mr. Chuck Kroeger, MDNR

Karen Chandler

SIGNED Karen Chandler
Water Pollution Control Inspector II
Surveillance & Enforcement

1450 N. Glenstone

MEMO TO FILE

RE: Addendum to Gene Pabst's Memo of May 31, 1990
Johnson's One Stop
1450 N. Glenstone

Friday, June 1, 1990.

10:00 a.m. Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L.
MH 40 2-3% L.E.L.
MH 53 0% L.E.L.
MH 54 0% L.E.L.
MH 33 0% L.E.L.
MH 32 0% L.E.L.
GP & KC

2:45 p.m. Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L.
MH 40 2-3% L.E.L.
MH 53 0% L.E.L.
MH 54 0% L.E.L.
MH 33 0% L.E.L.
MH 32 0% L.E.L.
KC

Monday, June 4, 1990.

11:20 a.m. Readings in the manholes were:

MH 39 0% L.E.L.
MH 40 10% L.E.L.
MH 54 0% L.E.L.
BC

Wednesday, June 6, 1990.

2:15 p.m. Readings in the manholes were:

MH 39 0% L.E.L.
MH 40 0% L.E.L.
MH 54 0% L.E.L.
MH 33 5% L.E.L.
BC

Friday, June 8, 1990.

Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L.
MH 40 0% L.E.L.
MH 54 0% L.E.L.
MH 33 0% L.E.L.
MH 32 0% L.E.L.
MH 31 0% L.E.L.
GP & KC

1450 N. Glenstone

Monday, June 11, 1990.

8:30 a.m. Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L. (closed manhole cover)
MH 40 0% L.E.L. (could smell product)
MH 54 0% L.E.L. (closed manhole cover)
MH 33 0% L.E.L.
MH 32 0% L.E.L.
KC

1:30 a.m. Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L.
MH 40 0% L.E.L.
MH 54 0% L.E.L.
MH 33 0% L.E.L.
MH 32 0% L.E.L.
KC

Tuesday, June 12, 1990.

9:30 a.m. Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L.
MH 40 0-1% L.E.L. (closed manhole cover)
MH 54 0% L.E.L.
MH 33 0% L.E.L.
MH 32 0% L.E.L.
KC

2:00 p.m. Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L.
MH 40 2-3% L.E.L.
MH 54 0% L.E.L.
MH 33 0% L.E.L.
MH 32 0% L.E.L.
KC

Wednesday, June 13, 1990.

Readings in the manholes were:

MH 38 0% L.E.L.
MH 39 0% L.E.L.
MH 40 0% L.E.L.
MH 32 0% L.E.L.
KC

Thursday, June 14, 1990.

Readings in the manholes were:

MH 39 0% L.E.L.
MH 40 0% L.E.L.
MH 32 0% L.E.L.

I talked to Jim, one of the station managers, and told him

1450 N. Glenstone

about the readings.
KC

Friday, June 15, 1990.

Readings in the manholes were:

MH 39 0% L.E.L. (we removed the barricade)

MH 40 3% L.E.L. (we removed the barricade)

MH 32 0% L.E.L.

It rained yesterday.

GP & KC

Monday, June 18, 1990, 9:40 a.m.

Readings in the manholes were:

MH 39 0% L.E.L.

MH 40 3-4% L.E.L.

MH 32 0% L.E.L.

It rained this morning. I talked to Jim about the readings.

KC

Wednesday, June 20, 1990, 1:30 p.m.

Readings in the manholes were:

MH 39 0% L.E.L.

MH 40 0% L.E.L.

MH 32 0% L.E.L.

It rained Tuesday about 20 minutes and today about 30 to 40 minutes.

GP & KC

Friday, June 22, 1990, 1:10 p.m.

Readings in the manholes were:

MH 39 0% L.E.L.

MH 40 0% L.E.L.

MH 32 0% L.E.L.

It rained last night.

KC

Monday, June 25, 1990, 1:30 p.m.

Readings in the manholes were:

MH 40 0-1% L.E.L. (the manhole cover was sealed with mud)

MH 32 0% L.E.L.

It rained last night.

KC

Tuesday, June 26, 1990, 10:55 a.m.

Readings in the manholes were:

MH 40 0-1% L.E.L. (the manhole cover was sealed with mud)

MH 32 0% L.E.L.

It rained heavily last night.

KC

1450 N. Glenstone

Thursday, June 28, 1990, 2:30 p.m.

Readings in the manholes were:

MH 40 0-1% L.E.L.

MH 32 0% L.E.L.

KC

Tuesday, July 3, 1990.

2:50 p.m. Readings in the manholes were:

MH 40 0% L.E.L.

MH 32 0% L.E.L.

Karen Chandler

Karen Chandler

WPCI II

S & E


1450 N. Glenstone

CITY OF SPRINGFIELD
MEMO TO FILE

RE: Gasoline in the sanitary sewer - Johnson's One Stop
1450 N. Glenstone

On Thursday, May 31, 1990, this office received a complaint from the Missouri Department of Natural Resources that the Teamster Union Hall, at 1850 E. Division, was having a problem with a gasoline smell in their building. Karen and I went to that location at approximately 1:15 p.m. We checked Manholes 54 and 55 on wye map K-13 and obtained 0% L.E.L. We then went to the teamster's Union Hall and talked to Mary. She explained that they have been experiencing a gasoline odor in their building. We checked the drains in their basement and obtained 0% L.E.L. and could not smell gasoline.

After leaving the teamster Hall, Karen and I checked the following manholes with these results. Wye Map K-13, Manhole #53 (25%), Wye Map L-13, manhole #40 (65%), manhole #39 (25%) and manhole #38 (2.5%). We immediately opened manholes 39 and 40 on wye map L-13 and placed barricades over them. We then went into Johnson's One Stop and talked to the manager, Mr. Dave Long. Mr. Long contacted Morris Oil Company (Mr. Jerry Carroll). I talked to Mr. Carroll and explained the problem. I told him that we would talk to our supervisor about testing their tanks. Since they have had several spills in the past, we may want to wait and see if the problem remains after the groundwater goes down. I told Mr. Carroll I would call him back to let him know what we decided. Karen and I rechecked manhole #40, wye map L-13 and obtained a 20% L.E.L. after the manhole had been open for 10 minutes. We dipped some of the sewage and we could see a silver sheen on the water out of manhole #40 but not from the sample taken from manhole #39. We checked the following manholes on wye map K-13 with these results: manhole #33 (0%), manhole #32 (0%) and manhole #31 (0%). After talking to Randy Lyman, our supervisor, we decided to wait before we require testing. Johnson One Stop does have leak detection and that shows no problem.



Gene Pabst

1450 N. Glenstone

ASHFORD RD.

25

M.H. 14+05
D. 6.5

26

M.H. 16+60
D. 5.3

27

M.H. 16+70
D. 5.3

28

M.H. 15+20
D. 9.5

29

M.H. 1+85
D. 12.0

40

M.H. 6+00
D. 5.6

39

M.H. 9+00
D. 25.1

38

M.H. 13+00
D. 12.5

M.H. 11+12
FL

4+12

5+64

After opening
60%

(10 min.)

7+70

7+10

10+26

10+50

11+06

12+07

12+49

46

4+65

L.H. 818WY
COVER 4+12
F. 1346.50
FL. 1338.46

L-13

1450 W. Clark

1365

1

2+57

51

1359

3

2+20

1351

1

4+41

1345

7

0+795

1339

9

0+271

44

15	2+48 1607
16	1+85
17	1+27 1537
18	0+79 1533

LOCUST
MH 0+00

2+52	34 1606
1+95	35
1+37	36 1536
0+70	37 1532
0+34	38 1530
0+00	39 1528

WAVERLY

7	9+97 stub 1665 M.H. 10+31 D=9.53 1671 10+64 stub 1675 11+23 1701 11+73 1707 12+27.5 3' R. 5' cut 1711 12+83 3' R. 5' cut 1717 M.H. 13+29 D=12.90 T=1328.16 F.L. 1315.26 1721 19+14 stub 1727 19+74 stub 50 15+50 6' R. 5' cut M.H. 16+12 D=16.95 T=1333.60 F.L. 1316.65
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

ELLEN
C.
BRYANT
ADD.

2+57	39 1528
2+00	40 1526
1+42	41 1524
0+75	42 1522
0+34	43 1520
0+00	44 1518

3+30	45 1516
3+03	46 1514
2+75	47 1512
2+50	48 1510
2+23	49 1508
1+98	50 1506
1+74	51 1504
1+46	52 1502
1+22	53 1500
0+87	54 1498
0+77	55 1496

GLENSTONE

17+38	M.H. 17+38 D=14.10 T=1331.95 F.L. 1317.35
16+12	M.H. 16+12 D=16.95 T=1333.60 F.L. 1316.65
15+50	M.H. 15+50 D=15.50 T=1331.95 F.L. 1316.65
14+74	M.H. 14+74 D=14.74 T=1331.95 F.L. 1316.65
13+29	M.H. 13+29 D=13.29 T=1331.95 F.L. 1316.65
12+83	M.H. 12+83 D=12.83 T=1331.95 F.L. 1316.65
11+73	M.H. 11+73 D=11.73 T=1331.95 F.L. 1316.65
10+64	M.H. 10+64 D=10.64 T=1331.95 F.L. 1316.65
9+97	M.H. 9+97 D=9.97 T=1331.95 F.L. 1316.65
8+14	M.H. 8+14 D=8.14 T=1331.95 F.L. 1316.65
7+14	M.H. 7+14 D=7.14 T=1331.95 F.L. 1316.65
6+14	M.H. 6+14 D=6.14 T=1331.95 F.L. 1316.65
5+14	M.H. 5+14 D=5.14 T=1331.95 F.L. 1316.65
4+14	M.H. 4+14 D=4.14 T=1331.95 F.L. 1316.65
3+14	M.H. 3+14 D=3.14 T=1331.95 F.L. 1316.65
2+14	M.H. 2+14 D=2.14 T=1331.95 F.L. 1316.65
1+14	M.H. 1+14 D=1.14 T=1331.95 F.L. 1316.65
0+14	M.H. 0+14 D=0.14 T=1331.95 F.L. 1316.65

0+87	56 1494
0+77	57 1492
0+67	58 1490
0+57	59 1488
0+47	60 1486
0+37	61 1484
0+27	62 1482
0+17	63 1480
0+07	64 1478
0+00	65 1476

CRENSHAW

K-13

1450 N. Glenstone

MH 7+50
Sta. 0+00
D=8.8

MH 11+15
D=8.2

MH 2+70

F.L. 1331.95
1331.95

M.H. 0+01 E + 3+35
T=109.39
F.L. 100.00 S.
94.81 W.

M.H. 20+04
T=1330.93
F.L. 1318.67